

'Aldershot' off fish

COLNE Group's trawler *Aldershot* is being made ready for stand-by work for oil and gas rigs in the North Sea.

The fifth of eight 'football' trawlers to be made ready for sea by her new owners, she is the first to turn to rig work. She will join sister-ships *SSAFA*, *Kennedy* and *Jamaica*.

The first four sent to sea by their new owners, *Barnesley*, *Gillingham*, *Huddersfield* and *Part Vale*, are all trawling from Lowestoft. The other three — *Spurs*, *Natts*, *Forest* and *Blackburn Rovers* — are at present lying near Brooke's yard awaiting decisions on their future.

MACKEREL BASE TALKS GO ON BUT Plan for Falmouth takes a knock

TALKS to base Scottish boats at Falmouth for the coming winter mackerel season are continuing this week — but the 100 boats targeted has now been dropped.

Hopes of Falmouth becoming the base for the entire Scottish fleet involved in the south-west mackerel fishery took a nose-dive last week. Jim Lovie of the Scottish Fishermen's Organisation said he is "pretty disappointed" and no longer expects his plans to materialise as outlined during his recent visit to the port with Herring Board chief, Dr. W. J. Lyon Dean.

"It doesn't appear at the moment that we will manage to get the whole package at Falmouth," he explained. "We are going to negotiate separately on the three counts — fuelling and watering, berthing and foodstuffs."

Mr. Lovie had hoped to have the use of the Western Wharf for the fleet — but this wharf is already under licence this winter to Clenham Management Ltd.,

the Falmouth firm of fishing vessel agents and fishsalesmen. It now appeared likely, said Mr. Lovie, that the Scottish fleet of about 100 trawlers would have their bases spread along the south-west coast rather than just at Falmouth. Many look like heading back to Plymouth.

At this stage he could not foresee how many Scottish vessels would still be based at Falmouth.

Ian Sutherland, managing director of British Shipbuilders' Falmouth group of companies, said he had sent Mr. Lovie information concerning his proposals.

Mr. Sutherland said he was also discussing the matter with Clenham.

Mr. Lovie's original plan included projected spin-off for Falmouth of well over 1,000 fishermen regularly coming ashore to spend money in the town and inevitable repair work for the docks.

He estimated his whole package would be worth £6,000,000 to the Falmouth area.

FAMILY MAKES IT A TRIO...

THE 57 ft. *Excelsior* arrived at Fleetwood last weekend and is currently being converted from a seine-natter into a trawler.

She is expected to make her first trip from her new Jubilee Quay base next week and is owned by the Clark family.

Will Clark (49) owned only one boat until he bought *Excelsior* from top fisherman Jan Dalry with son Will junior, in April.

The younger Will will skipper *Excelsior*, which is also part-owner, while another son, Cyril, takes the helm of *Girl Doris*.

Keen

The third boat, *Good Hope*, is skippered by the late Will's son-in-law, Mark Paterson.

But three boats may not prove sufficient to satisfy the Clerks, for another son, Chris, and a son-in-law, John Wilson, are working as deckhands on the family vessels.

"We have a large land, and they're keen lads — at wallflowers," said Will senior. "There's a possibility we may be getting more boats if they keep on paying."

LOCAL DOGGERS KEEP GOING

THE INSHORE line fishing summer season from Grimsby is all but over and the visitors from Yorkshire and East Angles have gone home, but dogfish landings go on.

Best catch of last week was 84 kls by the local boat *Shearbill* (Skipper Ted West) on the Monday market. And the same team was back again last Friday to collect 314 through the George B. Bee agency from just seven kls to ring up £2,000 for the week.

United's *Shepherd Lad* was another double-lander with 59 kls and 30 later which also squeezed her over the £2,000 mark for the week.

One of the best averages came from *Sleight's Ashville* on £27.06 from 66 kls to match up £1,768. Other local Grimsby boats landing were *St Vincent* with 64 kls and *Fleetat* (39).

Skipper's hold back as IRISH MINISTER TELLS HERRING MEN 'DEFY BAN'

EIRE'S fishermen have been told by the country's Fisheries Minister to ignore Britain's ban on herring fishing in the Irish Sea.

Brian Lanihan said fishermen should stick to their quota of 2,146 tonnes allocated earlier this year and warned that if the British acted against them, Ireland would take the matter before the European Commission.

which, he said, considered the ban to be discriminatory.

However, Irish fishermen have been advised not to risk a fish "war" with the British Navy.

The Irish Fishermen's Organisation told its members not to fish east of the Median Line until there was a clear statement from the Irish Minister of Fisheries on what precise support he would give them.

Said Frank Doyle, chief executive of the IFO, "Mr. Lanihan is talking about supporting fishermen. We want to know what he means by that."

The IFO also announced late on Thursday last week that it had decided not to proceed with a plan to break the Celtic Sea ban on herring fishing by the Irish Government.

Earlier, the organisation had decided to introduce its own plan for managing the herring stocks there and to ignore the total Government ban. But last week it said the decision to break the ban had been changed, following new information, and the boats would fish for mackerel instead.

The Department of Fisheries wants a "rigorous enforcement" of the ban, following a survey of stocks.

MALLAIG NET LOFT STARTED

SAGANET, the largest purse seine makers in Norway, is taking part in a new venture to operate a purse seine net loft at Mallaig, Scotland.

The company will be known as the Mallaig Purse Seine Net Co. and building work has now started on the factory, which will be modelled on Saganet's most successful net loft at Sotra, near Bergen.

"The Mallaig factory is aimed at purse net repairs and overhauls. New seines will eventually be made supervised by a very experienced Norwegian net master. This will create jobs for up to 20 people."

It is hoped that the new factory will be operational by April 1979 and the employment and training of staff has already begun.

Under-size fish row

THE IRISH Fish Producers' Organisation has decided to take legal action over allegations made against it by the Irish Fish Producers' and Exporters' Association, which claimed that the IFO was an accessory to the destruction of herring stocks.

The exporters' association chairman, Bryan Love, accused Irish fishermen of illegally catching under-sized herring.

He said the Irish Fish Producers' Organisation was an accessory to the destruction of stocks and that a member of his own association had bought 60 cren of under-sized herring from the IFO fish catches which, under EEC rules, should have been sold for fish meal or dumped after being withdrawn from auction.

Mr. Love claimed that



Bryan Love: Immature fish being landed.

South Coast Fishery Ltd. in Cork had bought the illegal consignments at £10 a cren — the market rate is about £80 a cren — from the organisation after the fish had been withdrawn from auction when they failed to reach the floor price.

"I realise the implications

of what I am saying, but I stand by it. These immature fish are being landed and they are finding their way on to the market and the IFO is compensating the fishermen for catching them," he said.

Mr. Love repeated his allegations despite both a plea of ignorance about the matter by a fishermen's spokesman and the IFO's insistence that its standards were considerably more stringent than those agreed by other EEC States at the beginning of this year.

The IFO said the allegation was untrue and, referring to the allegation by the Irish Fish Producers' and Exporters' Association that there had been compensation by the IFO for landings at Burtonport, the IFO declared that "no sale to South Coast Fishery Ltd. by the IFO took place on the

the fish qualify for withdrawal and compensation by the IFO."

The Department of Fisheries denied a further claim by Mr. Love that it was turning a blind eye.

"The spokesman said moves were being made to increase both the number of fishery and fish quality officers to eliminate such practices."

He added that the Department's concern for conservation and regeneration of herring stocks could be seen through the restricting or completely closing off fisheries.

It would be deplorable and unrealistic if fishermen if they were catching immature stock, but the fishery officers could not be everywhere at once and only the fishermen themselves could guarantee that the industry would not be jeopardised.



Shearbill — still in the money on dogfish with over £2,000 from two landings at the Humber port last week.

LUMPERS' BAN OFF

GRIMSBY'S fish porters have lifted their ban on Icelandic wet-fish trawlers. The men, voting on Wednesday by written ballot for the first time, agreed to a resumption in landings by 122 votes to 77.

Previously, the lumpers had stood firm in a 22-month campaign to keep the embargo until British trawlers were allowed back into Icelandic waters.

There had been mounting pressure on the lumpers for several months following the lifting of similar bans at Hull and Fleetwood. They were the last hurdle in the movement to bring the Icelanders back to Grimsby.

The lumpers had rejected earlier overtures from the unions and other representatives of the industry, including the last attempt only a fortnight ago.

The change of heart is a personal triumph for Grimsby's Labour MP, Austin Mitchell, and the port fisheries committee made up by representatives of all sections of the industry including the lumpers themselves.

Under Mr. Mitchell's chairmanship, the committee called the lumpers to a special meeting on Tuesday, re-affirmed its own decision in favour of Icelandic landings and — after replying to questions from the lumpers — withdrew to allow the men to discuss the issue. As a result, the paper ballot was decided upon.

The lifting of the ban was warmly welcomed by fish merchants at the port, where the outlook for the winter was looking particularly bleak.

WEATHER HALTS BLOW-UP

NEW MOVES to blow up the wreck of the Fleetwood trawler *Ella Hewett* in Church Bay, Rathlin, have been postponed because of bad weather.

Oil began to leak from the vessel's tanks recently and it was decided to blow up the wreck to release the oil and then bring it near shore with booms.

However, the islanders claim that the oil was brought ashore on the only sandy stretch of beach.

Tommy Cecil, Rathlin Community Association secretary, said the original plan was to use road tankers ferried from the mainland to pump oil from a surrounding boom in the bay. But, he said, there were no tankers and little chemical dispersant, and the equipment for a manual clean-up did not arrive until two days after the tanker had been opened.

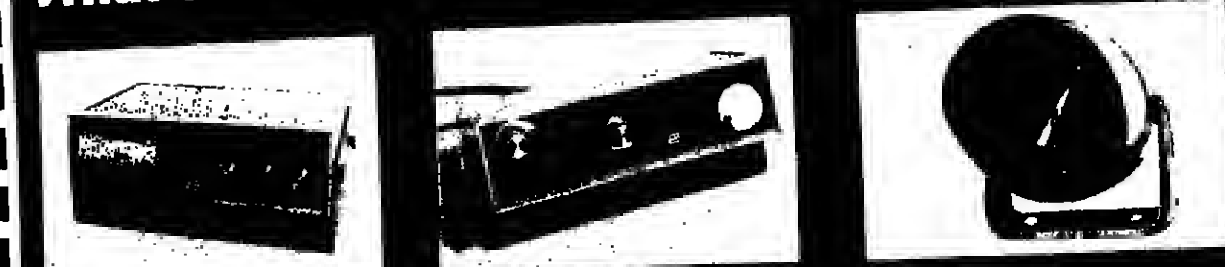
Now, the Royal Navy wants to blow up the remainder of *Ella Hewett* because the wreck, lying only 10ft. beneath the surface, is a danger to shipping.

A Department of the Environment spokesman said the salvage ship *Laymon* would return from Greenock to complete the work as soon as the weather permitted.

Ella Hewett grounded and sank 16 years ago when she put into Church Bay to land a sick crew member and struck the wreck of the First World War cruiser *Drake*.

Ella Hewett was an oil burner. A diesel vessel of the same name was built later for the same firm, Hewett Fishing Company, and is still sailing.

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FOUR FINED £600 AFTER REFUSING SALMON SEARCH

FOUR County Durham fishermen were ordered to pay fines and costs totalling almost £700 when they were prosecuted by the Northumbrian Water Authority in Seaham magistrates court last week.

Two similar cases were heard at the court when the fishermen, all based at Seaham Harbour, were charged with refusing to allow water bailiffs to search their boats under the Salmon and Freshwater Fisheries Act 1975.

George Hawks, prosecuting, said that water bailiffs had no right of arrest except at night and the authority was becoming concerned at the growing number of fishermen who were refusing to co-operate when bailiffs asked to search their vessels.

"Bailiffs can request to search vessels when they suspect a serious crime is being carried out, such as illegal fishing of salmon. Clearly fishermen are refusing a bailiff permission to avoid more serious charges being levied if a bailiff finds a crime has been committed," he told the court.

The first case was against Daniel Pemberton and John Henry Watson, both of Ash Crescent, Seaham, who admitted refusing to allow bailiff John Cave to search their boat, Redfern, on July 14.

Mr. Hawks said the two

men were suspected of illegal fishing of salmon and sea trout after an incident on April 28. Redfern was topped by the patrol vessel Three Rivers, lying off Seaside a salmon drift net.

Asked what they were fishing for, Watson told the bailiff: "We are fishing for dogfish and mackerel." On the deck of the boat were a large number of salmon scales, but no fish, Mr. Hawks said.

The water bailiffs did not believe Watson and a close watch was kept on the Redfern. On July 14 a trap was set by a number of bailiffs. On board the patrol vessel Men Vras were two bailiffs and four more waited at Seaham Harbour dock.

Redfern was at sea with four men on board. As Men Vras approached Watson was seen dropping fish overboard. As she returned to Seaham, Mr. Cave ran to the pier and produced his warrant card, asking the boat to stop.

But Watson spotted the other bailiffs standing by the dock side, turned the boat around and took her back to sea.

Mr. Cave made several requests to board the boat, all heard clearly by the other bailiffs standing some distance away, but Watson ignored him and made a rude hand signal as he went out to sea. He later claimed he could not hear the requests above the noise of the engine.

When Redfern finally berthed at Seaham, Watson and Pemberton were told

they would be charged with the offence. No salmon or sea trout were found on the boat, but the deck was covered with fish scales which were examined and proved to be from salmon.

John Lavender, defending, told the court that Watson and Pemberton were not charged with illegal salmon fishing and no fish had been found. The man could not hear Mr. Cave shouting and his warrant card was too small to see. They were amateur fishermen on a fishing trip off Seaham.

Pemberton and Watson were fined £200 with £40 costs each.

Fishermen George Thompson of Shilney Row, and James Cowie of Hylton Castle, also admitted failing to allow a bailiff, James Jackson, to board their boat Girl Jane on June 15.

Two days earlier Mr. Jackson and James Flett, another bailiff, were on patrol off Seaham checking a number of boats. They saw Girl Jane anchored with a salmon drift net in the sea, displaying the necessary pennant and disc.

The net was measured and found to be 750 yards, 150 more than the limit for salmon fishing, but because of bad weather the bailiffs were unable to board the cable to carry out a check.

Girl Jane was spotted again on June 15 and the bailiffs suspected extra lengths of net were being used. They measured the net at sea but it was the legal 600 yards.

HULL STILL SLACK

THE Icelandic trawler Roudinupur — agitated by Boyd Line — made £69,774 at Hull on Monday for 1,982 kits.

Originally, it had been expected that Arinbjorn, another Icelandic vessel, would discharge at Hull yesterday (Thursday) but later this was cancelled.

Fishing News understands that this ship had not caught enough fish to warrant the trip.

The turnout from Roudinupur and her kit averages included: 912 kits of codstuffs (£41.48); 282 kits of haddock (£43.20); 149 kits of flatfish (£49.97); 398 kits of

coley (£18.87); 143 kits of rockfish (£22.23); and 107 kits of bergylts (£22.03).

Only three wet fish vessels discharged at Hull during the port's five marketing days last week and their combined turnout of 3,863 ten-stone kits realised £82,518.

Each of the trio landed on separate days and throughout the week supplies were supplemented from inshore ports.

After early week arrivals from home waters of two of Marr's Aberdeen-based trawlers, Glen Coe and Glen Corran — whose catches and grossings have been published in Fishing News — the

only other fresher discharged at Hull last week was the Icelandic trawler Dagny, owned by Boyd Line.

Dagny brought in 1,207 kits, which made £42,829 at the Thursday sales.

The market was a good one and among the offerings were 430 kits of codstuffs which averaged £42.60 per kit. The kit ranges were £41.20 to £49.45 for cod and £37 to £42.25 for codling, while haddock ranged from £39.60 to £50.25.

Other varieties included 122 kits of flatfish (average £45.68) and 268 kits of coley, which made from £17.50 to £20.25, averaging £18.35.

Milford boats beat weather

MILFORD HAVEN trawlers overcame bad weather to record some excellent grossings last week. Top vessel was Norrord Star, commanded by John Rogers, which returned to port after 12 days at sea with 172 kits which sold for £8,301.

On the same day the pocket trawler Westerdale (Skipper Tom Smith) grossed £2,921 from 50 kits caught during an eight-day trip. Between the vessels landed a total of 10 kits of cod, 90 of roker, 10 of turbot and brill, 25 of plaice and 10 of sole.

Later in the week the former Lowestoft trawler Roseyear brought in another good

catch under the command of Jim Manson. The vessel made £7,721 from 161 kits.

Also landing was Picton Sea Eagle (Robert Foster) which returned after only nine days with 114 kits which sold for £5,205. Her main varieties consisted of five kits of cod, 25 of whiting, 120 of roker, 15 of turbot and brill, 36 of plaice and 15 of sole.

Landings were completed by the former Dutch beam trawler Arthur Horvey which was at sea for seven days to catch 51 kits — 10 of whiting, 25 of roker, four of turbot and brill, and eight of sole — which sold for £2,594.

In all a good week for the port's vessels.

SALMON ROE 'BANK'

CONSTRUCTION work has started on the world's first salmon roe bank, Sunddalsors in Norway and the first deposit agreements have already been concluded.

The breeding material, initially will represent 70 threatened salmon and the number of fish covered is expected to be between 15 and 20 during first year of operation.

One of the main objects of the roe bank will be to preserve the salmon strains threatened with extinction. Another reason for the bank's existence will be to supply roe to those concerned with breeding.

According to Trygve Dram, head of research work which is aimed at preserving the various strains will need financial support while the sale of roe will help to finance the aspects of the programme.

The work 'bank' should be taken too literally however, since it is not possible to deep-freeze the salmon roe for subsequent hatching. The institution will base its activities on breeding stocks.

'Irvand' tries again

FURTHER attempts to cash in on the Scottish mackerel fishing have been made by J. Irvand & Son Ltd. of Glasgow.

The firm's new vessel, Irvand, returned to the sea after a skipper, Bill Irvand, after spending some time at sea, was ordered to return to port. She was then ordered to return to port after bad weather had prevented earlier search.

It is expected that with other trawlers, which are south-west season the

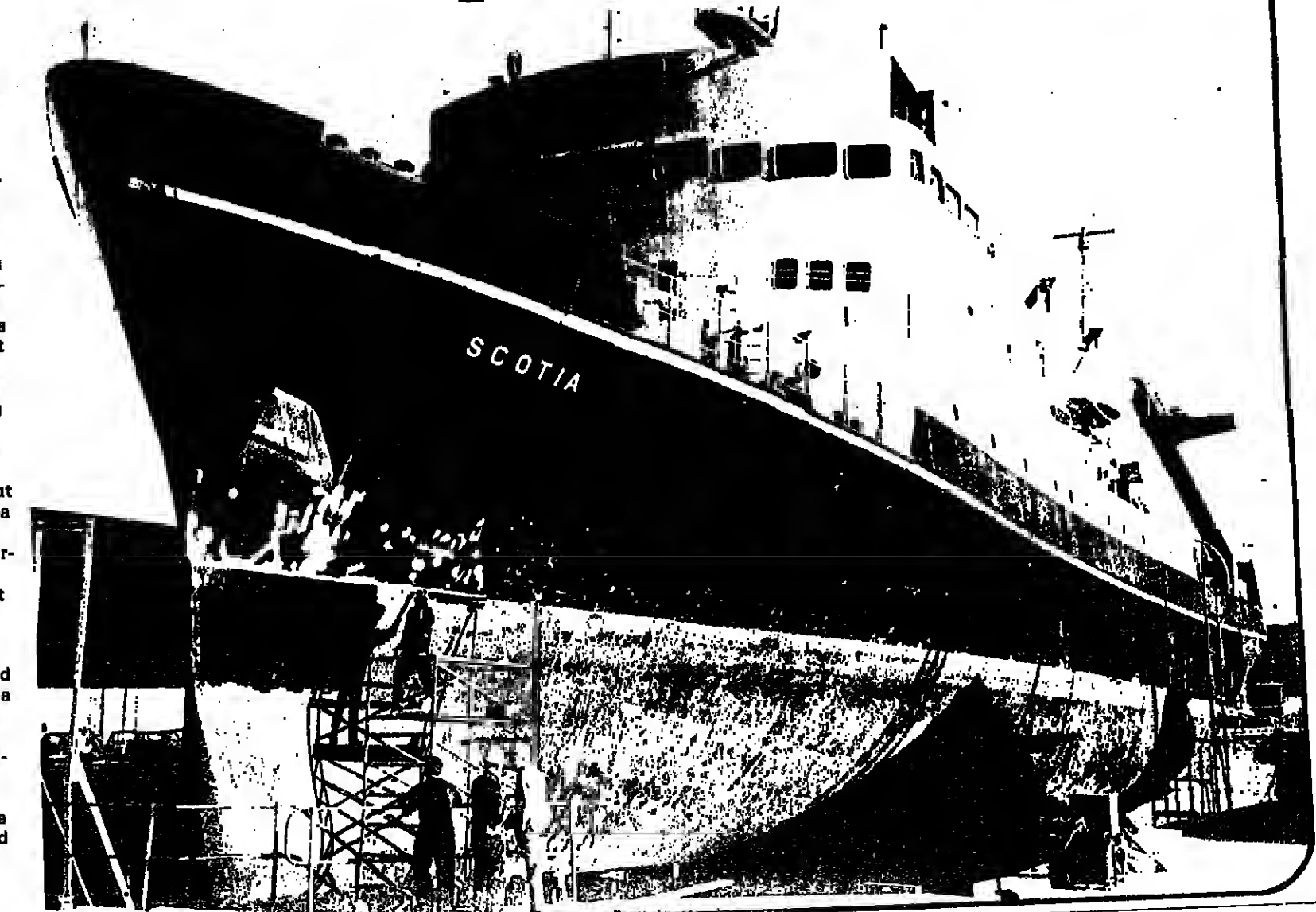
Research ship on the slip

ON THE slipway for her annual overhaul and survey is the fisheries research ship Scotia. She is operated by the Department of Agriculture and Fisheries for Scotland's Marine Laboratory in Aberdeen and has had an active year's research into fish resources and gear technology. In particular, she has been looking at the potential of stocks in deep water off the west coast.

Earlier in her career the vessel had several teething problems caused by excessive vibration, but the cause of the trouble has now been identified and put right. She was forced to be laid up for some time.

The 225ft. stern trawler-type vessel, built by Ferguson Brothers of Port Glasgow in 1972, is now operating successfully on research trips.

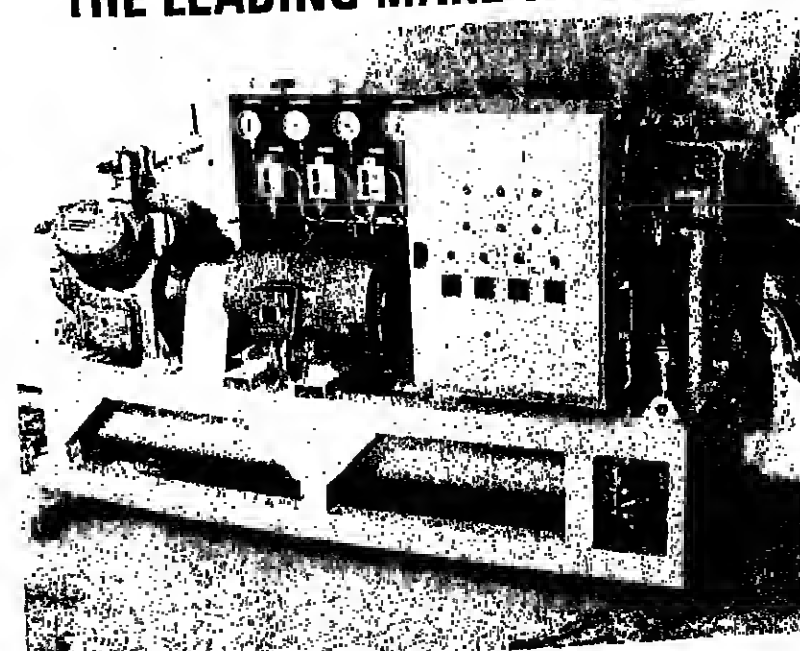
She is being overhauled on the new slipway at the Torry yard of John Wood Group Shiprepairing Ltd., where a £2m. modernisation programme was recently completed to enable the firm to offer a comprehensive repair and engineering service to vessel operators.



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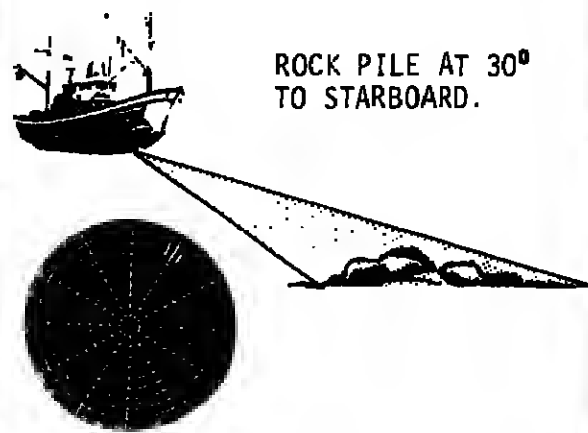
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LOOPHOLE BEAMER BRINGS IN MAIDEN

A FINE maiden grossing of £14,720 from 343 kits of plaice and prime by the local beamer *Brittana* (Skipper Peter Marshall) after an eight-day North Sea trip was one of four cracking trips by beamers at Grimsby last week.

The Belgian beam trawlers *Shannon* (O 188), *Romeo* (Z 176) and *Bluebird* (Z 418) — all brought in by the Hamling agency — helped provide Grimsby merchants with badly-needed fish last week.

The weather cut landings by seiners and trawlers to the starvation level of 14,000 kits and the Tuesday market of 639 kits landed was the worst since last winter.

Plaice

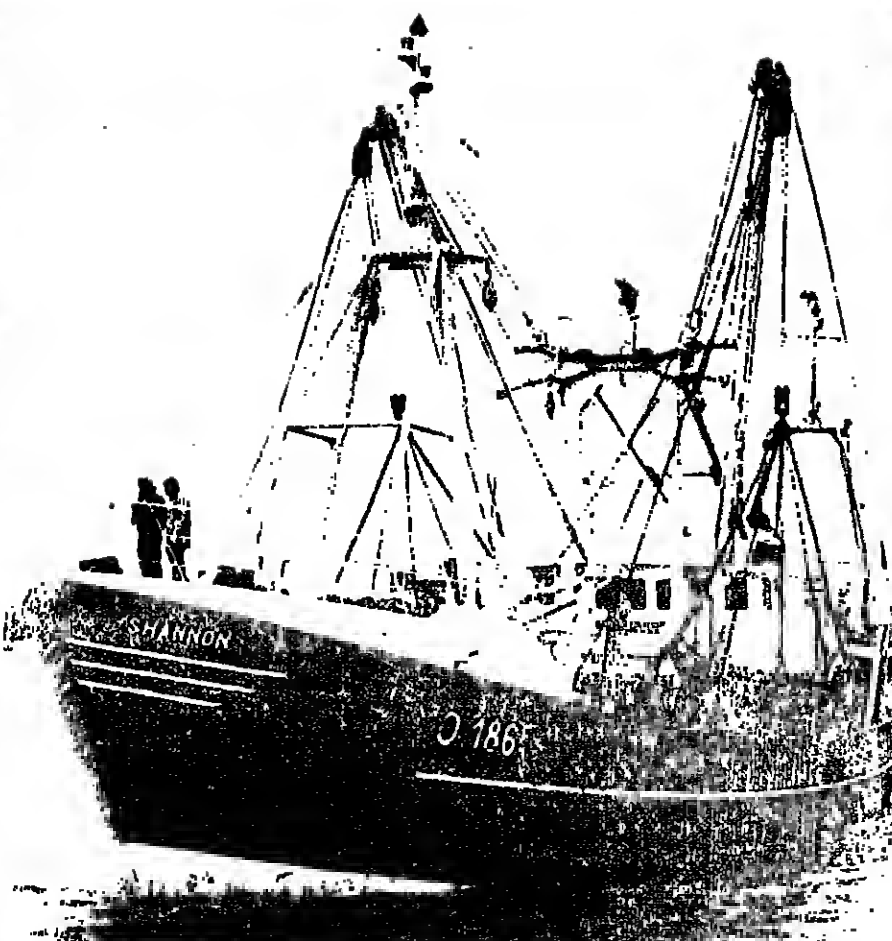
Shannon (Skipper August Flitser) picked up the week's top earnings with £26,769 from 545 kits of mostly sizeable plaice and a good turnout of prime, but all eyes were on *Brittana*.

A section of the Grimsby Fishing Vessel Owners' Association tried to have her hauled as they say she is operating at the port because of a loophole in EEC laws which allows foreign boats to register in the UK to catch under British quotas.

As expected there was no trouble and *Brittana* landed on the same market as *Shannon* to produce a good spread of fish which sold well through the Jubilee Fishing Co. The catch had been boxed at sea into 517 boxes, but was sorted and weighed out into Grimsby market kits (10 stones) by lumpers.

Later, Jubilee's managing director expressed his satisfaction with the landing and dismissed claims that his agency would be bringing in more foreign tonnage to Grimsby registration.

Earlier in the week, the Hamling agency made £19,381 from *Romeo* and



Top at Grimsby last week was the Belgian beamer *Shannon*. She landed on the same day as *Brittana*.

£14,473 from *Bluebird* with landings of 414 and 298 kits apiece. Both Belgian boats had big turnouts of flats and codling, which were greatly appreciated on the market.

It was not a bad week either for the handful of local trawlers which landed. Skipper John Roberts in BUT's *Ross Juno* crossed the former distant water ship's best trip since April with £24,901 from 799 kits, including 225 of codstuffs and 360 of coley, after 15 days in the North Sea.

BUT also did well with *Ross Leopard* (Skipper Peter Bartlett) which hit the week's top landing of 811 kits from 14 days on the Western Isles. The big catch included 230 of haddock and just on 400 kits of codstuffs.

Faroe

Taylor's top tripper was *Tokio* (Skipper J. Gladwell) on £14,534 from 343 kits after a 12-day North Sea trip, while Lindsey's honours went to *Lepanto* (Skipper C. Nicholls) with £13,154 from 338 kits of flats and cod.

Most disappointing for the trawler owners were the

Faroe trips and Taylor's to make do with £13,350 from 375 kits by *Yessa*, £11,475 from 475 by *Ermo* and £13,427 from *Faroes/Westerly* of £14,100 by *Ossko*. All were longish trips.

The outstanding trawling trip came from record holders *Jean S.* (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Pulfrey) with combined figures of £8,166 from 1,198 kits of cod and codling.

On the seining side, a Slaughter agency monopoly event with *Well Ew* (Skipper Eric Nielsen) ahead on £8,101 from 216 kits of cod and plaice.

Awards for fog rescue

PRESENTATIONS made in Hull last week to three Humberdale fishermen marked their bravery last October when they rescued a deckhand after the Hull trawler *Falstaff* and Grimsby seiner *Arcona Champion* collided in the Humber Estuary in dense fog.

Royal Humane Society Cleethorpes, mate of the Awards were given to Steen Press, and John Gouldson Erik Nielsen Press (35), of (28), of Hull, then mate of

Falstaff, who were both awarded the society's testimonial on parchment; and Alan Watson (40), of Hull, the trawler bosun, who was awarded a certificate of commendation.

Handing over the awards



Seen after being presented with their awards by Andrew Marr (second left) are (left to right) Steen Press, John Gouldson and Alan Watson. The trio rescued a deckhand following a Humber collision in fog.

Andrew Marr, president of Hull Fishing Vessel Owners' Association, told the men that they had acted in the best traditions of seamanship and that members of the association were proud of their courage. He also gave them inscribed gold watches presented by the association.

It was stated that when the collision between the two vessels occurred on October 18 last year, mate Press was at the after end of *Arcona Champion* and the record deckhand, Paul Ramsden, was in the bow of the vessel which sank straight away.

Mr. Ramsden escaped from the wreck and struggled to the surface, but he was a poor swimmer and was suffering from shock. He called for help and Mr. Press jumped into the water to help him.

A Z-boat was launched but drifted away. Mr. Gouldson jumped in after it and pulled it back to the trawler, where he was joined by Mr. Watson. The two then rowed out to the men in the water and brought them back.



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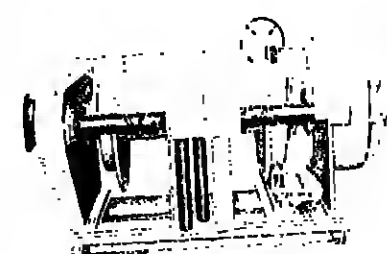
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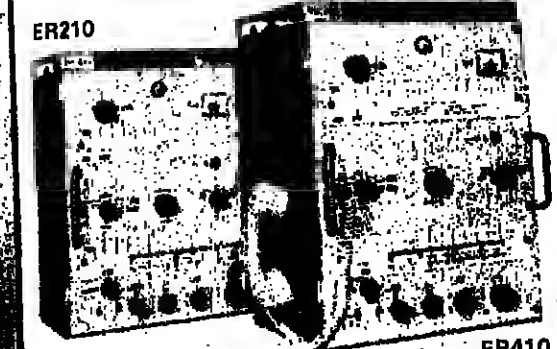
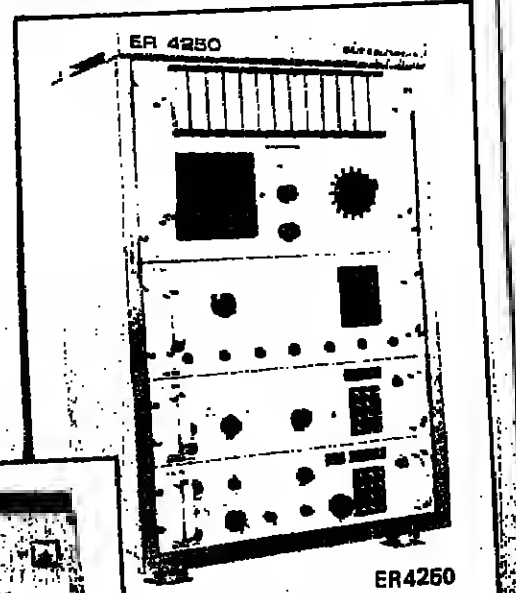
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'HARMONY' FROM BUCKIE

-75ft. wooden seiner-trawler

THE LATEST new boat from Herd and Mackenzie of Buckie is the 75 ft. cruiser-sterned and wooden-hulled seiner-trawler *Harmony* for Skipper Sandy McPherson of Hopeman.

She is seine net fishing out of Peterhead, but Skipper McPherson told *Fishing News* he may eventually take her around in the west coast to fish from Oban.

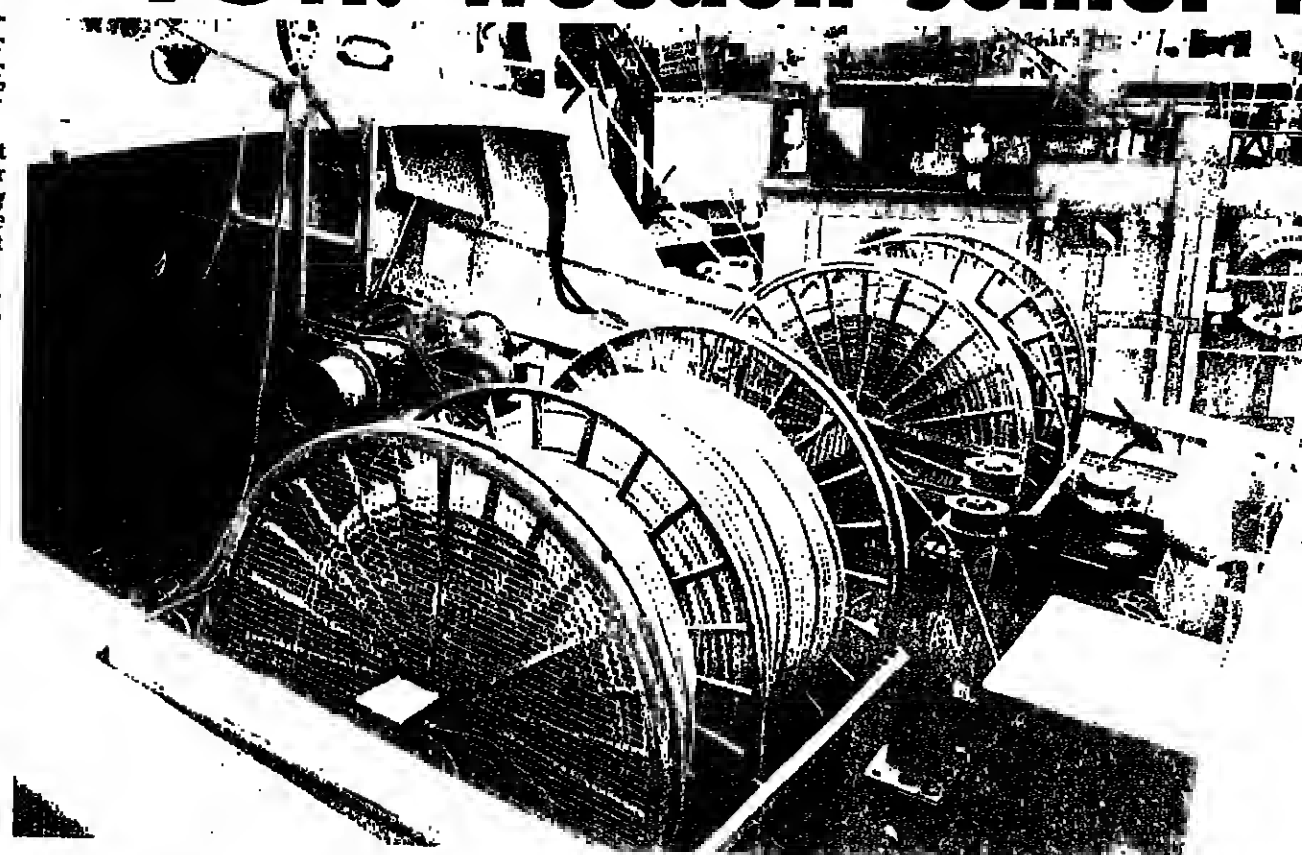
She has sweet lines, and like all the vessels from this yard, she is built to a high standard of craftsmanship and finish.

Skipper McPherson formerly commanded the 70 ft. wooden boat *Saffron* and he fished her from Oban for about nine months of the year, coming around to the Moray Firth in the spring for the seasonal cod and whiting fishery.

Season

Saffron consigned most of her catches overland for sale in Aberdeen when fishing off the west coast owing to lack of adequate facilities in Oban. She landed her fish in Buckie during the Moray Firth season.

Saffron was originally the Buckie-registered *Opportunity* built by Herd and Mackenzie in 1957 for well known skipper George



Murphy. She was bought by Skipper McPherson when Skipper Murphy took delivery of a new steel vessel about six years ago. *Saffron* held the distinction

of being the only vessel owned west of Buckie to be a member of the rapidly growing Fishermen's Mutual Association (Buckie) Ltd.

Now this rule has been taken over by *Harmony* and Skipper McPherson told *Fishing News*: "The Buckie F.M.A. is a really good organisation."

Harmony was designed by the builders and has a beam of 21 ft. 6 in. Tonnage under Scottish Part IV Registry is 48.1. She is of traditional seiner-trawler layout and her deckshelter and whaleback are of aluminium, with the remainder of the superstructure made of steel.

Gear handling machinery includes seine rope storage reels, each of which has an additional flange to enable different lengths of rope to be worked if required.

Owing to the ground off the west coast, it is often necessary to set the seine net in a restricted area and to use a shorter length of rope.

The reels were supplied by Fishing Hydraulics (Scotland) Ltd. which delivered a similar set to the 80ft. seiner-trawler *St Kilda* built by Herd and Mackenzie earlier this year for Skipper John W.C. Thomson of Lossiemouth.

Harmony is powered by a Kelvin TBSC8 engine of 300

hp at 1,350 rpm to drive the Friedenthal fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

Equipment belt-driven off the forward end of the engine includes a Gilbert Gilkas and Gordon 300/875 Gilmech bilge and general service pump, a Transmotor 24 v alternator and the hydraulic steering gear pump.

Auxillaries

The hydraulic powerpack for the deck machinery is driven from the extension shaft at the fore end of the main engine through a flexible coupling.

A Lister HRW3 auxiliary engine provides 32.25 hp at 1,500 rpm and is fitted in the forward starboard corner of the engine room. It powers a GGG 300/875 Gilmech bilge and general service pump, a Transmotor 24 v alternator and a standby net retrieve pump for the winch.

Some 2,300 gallons of fuel oil, and 300 gallons of fresh water, are carried in tanks in *Harmony's* engine room. Other engine room fittings include a main engine alarm monitoring panel from Pyropress Engineering Co. of Plymouth.

Harmony is powered by a Kelvin TBSC8 engine of 300

hp at 1,350 rpm to drive the Friedenthal fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

The rope reels on *Harmony* have an additional flange to enable her to work different lengths of rope off the Scottish west coast.

bulkheads, the fishroom is fitted with steel stanchions and wooden division boards; it is served by a steel hatch with an aluminium cover.

On deck a combination seine and trawl winch from D. F. Sutherland of Lossiemouth is installed forward with its trawl drums forward of the seine barrels.

A Rapp 24RA power block is hung on a Hiab 650 crane

at the deckhouse, and a small cargo winch is fitted on the landing derrick. Block, crane and cargo winch, in addition to the rope reels, were supplied by Fishing Hydraulics.

Hydraulic power for the Sutherland seine and trawl winch is provided by a Dowty variable delivery pump driven off the fore end of the Kelvin engine through a Sutherland step-up gearbox.

A double pump unit also driven through the gearbox provides power for the rope reels, power block and cargo winch.

The hydraulic pump for the rope reels is belt-driven off the fore end of the main engine. Control for the rope reels are mounted in the wheelhouse, with hydraulic braking on each reel controlled on deck forward.

A Francis searchlight, carried on *Harmony's* wheelhouse top and a 100w rubber-cased floodlight is housed on the superstructure, while towing blocks for the trawling are hung from a 10-ton trolley type gantry built on the after end of the deckhouse.

Sounder

Decca has supplied all electronic fish finding, communication and navigation instruments in the wheelhouse. Fish finders comprise Simrad EQ 400 sounder, C1 Echoscope, MC Scale Expander and Storage Unit.

Communication and navigation aids include "Snor" T126 R105 short-range telephone and RT144B 6 radio telephone; Audio for com system; and Decca 3500 Track Plotter, 450 Autopilot, Clearscan radar, VPI picture enhancer unit, 000 secondary radar and two Mk. 21 Naviga-

Other wheelhouse fittings include Wynstruments 30 blade-type window wiper; Bostrom Viking 300 D. Morse engine and winch; trawls, Flamm horn, and alarm panel for the Telex Electronics fire detection system. Tenford 160 ft steering gear is coupled to the autopilot.

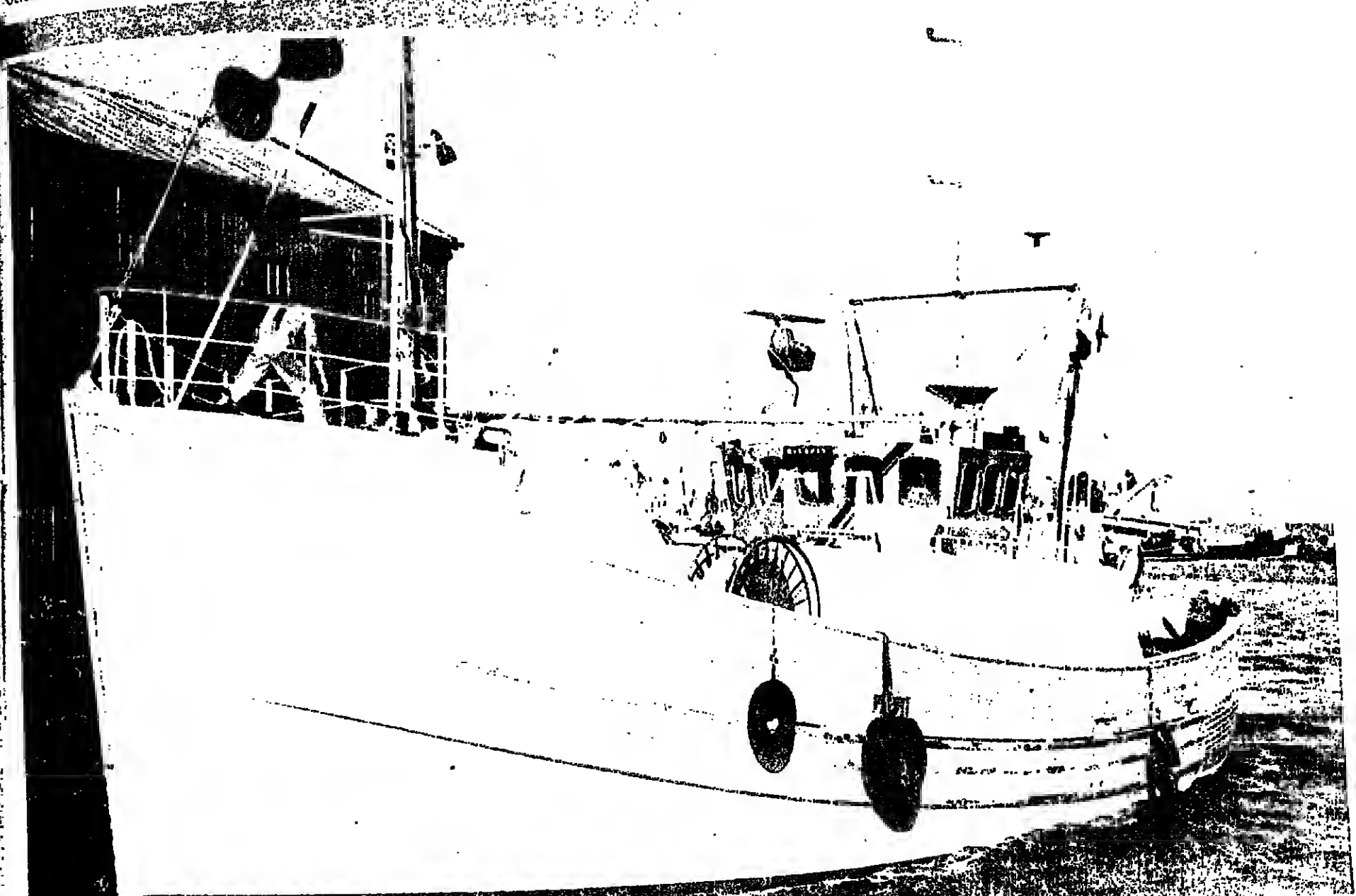
A Kempsepe Doric oil-burner and domestic water heater is fitted in *Harmony's* combined galley and messdeck, in the after part of the deckhouse.

Bunks

The toilet and wash basin are housed below the wheelhouse, while there are bunks for eight crew members in the cabin below deck.

A small Electrolux fridge is housed under the table and a Ralfe's oil-fired heating system and a colour TV are also fitted in the cabin.

October 8, 1978



Harmony in Peterhead after landing a catch of 135 boxes of white fish.

Whether the subject is human relations or music—or, indeed, hydraulic deck equipment—

HARMONY

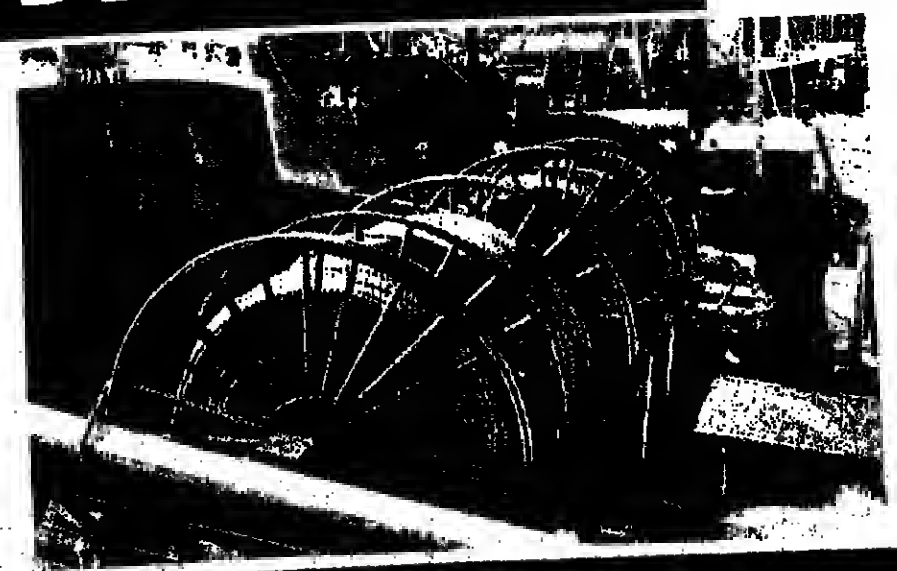
is worth aiming for, because it means working together. The last-named is the speciality of FISHING HYDRAULICS



FISHING HYDRAULICS

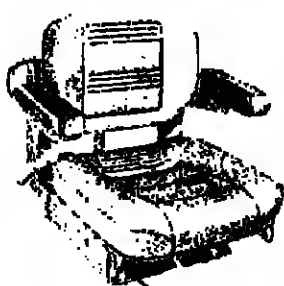
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Congratulations and best wishes to Skipper 'Sandy' McPherson and his crew from FISHING HYDRAULICS (Scotland) Ltd. Station Brae, Ellon, Aberdeen, Scotland Tel. (0358) 20717 Telex 73355



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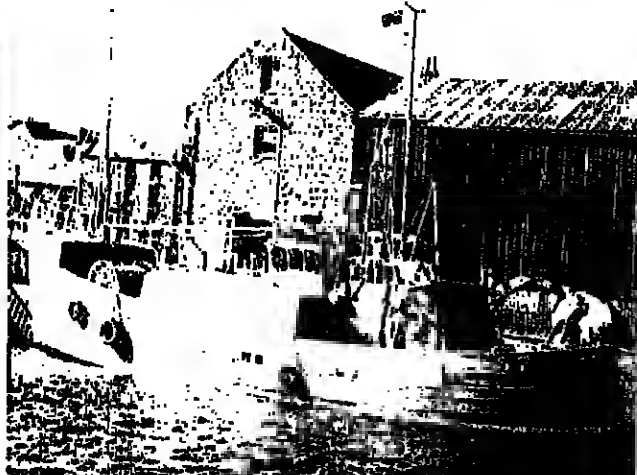
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Harmony has attractive lines and was built by Herd and Mackenzie of Buckie.

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Skipper Sandy McPherson
on the commissioning of the

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CONTROVERSY raged in the columns of *Fishing News* during the summer over the merits and otherwise of cored hulls. Now the first of the new Versatility hulls with this type of construction has made its appearance.

This 35-footer has been fitted out by Rank Marine of Hamble and attracted a lot of attention at the Southampton Boat Show.

The hull is laid up in a female mould in the normal way so that a good outside finish is assured. The end grain balsa wood core is then soaked in resin before being applied to the top part of the hull down to the turn of the bilge.

By soaking the core in this way, a positive bond is made between the inner and outer skins of the hull making the whole an integral unit.

Once the core has been laid, the inside skin of GRP mat is laid up over it and the longitudinal engine beds are fitted. A high quality of laminate is assured by laying up the hull in one operation in this way. Construction is in excess of Lloyd's requirements and the method has been approved in principle by both Lloyd's and the White Fish Authority.

The hull is of the heavy displacement type with a beam of 13ft. 6in. and a draft of 5ft. No internal framing is required as the double skin provides sufficient stiffness.

This, in turn, makes for more useable space inside the hull and the fish hold, with its smooth sides, is easy to clean and spacious.

There are four watertight bulkheads. These are constructed from GRP foam sandwich and divide the hull into a two-berth cabin forward, the engine compartment, the fish hold and the steering gear compartment aft. Very neat aluminium

DEBUT FOR PROTOTYPE CORE BOAT

watertight doors are fitted at the forward end of the engine compartment and at the aft end of the fish hold.

The hull is fitted with low bulwarks all round made from the same GRP balsa core construction. These are capped with wood and fairleads are fitted in the bulwarks fore and aft. The deck on the prototype drains through transom flaps, but freeing ports to DTL requirements can be incorporated.

A large hatch on the off deck gives access to the fish hold. On the prototype this hatch does not meet DTL requirements, but can be altered to suit. No fishing

gear other than a mast and derrick are fitted.

The vessel is powered by a Ford Sabre 120 hp diesel mated to a PRM gearbox with a 3:1 reduction gear. There is a 2in. stainless steel shaft and a three-bladed propeller.

Fuel is carried in two mild steel tanks mounted on each side of the engine compartment. Each holds 240 gallons, giving a cruising range of over 1,000 miles.

Controls

The engine has a dry exhaust system which exits in a venturi tube just aft of the wheelhouse. Engine controls are by Morse and the single

balanced rudder is controlled by Willis-Ridley hand hydraulic steering gear. The rudder is a moulded GRP aerofoil section mounted on a stainless steel stock.

The main deck is of GRP foam sandwich and similar construction has been used for the wheelhouse. Foam sandwich allows frames to be done away with and gives a great deal of space in the large wheelhouse. Headroom is 6ft. 8in.

The 11 fixed and eight opening windows in the wheelhouse give a good all round view from the steering position on the port side. A galley unit is fitted in the wheelhouse to starboard, with

lockers under. The sink is supplied from a 90-gallon fresh water tank via a hand pump.

FAO has expressed interest in the prototype for research purposes and the large wheelhouse would be an advantage. Fishermen would probably want to make a lot of changes to the layout to make the vessel suitable, but the basic concept of this hull appears to be very sound.

Versatility Workboats of Rye, which makes the hulls and superstructure for these craft is developing a variable length wheelhouse design to meet individual requirements.

At £39,000 the cost of the

boat on show is high, but it may reflect the prototype construction and the fact the work is to a very high standard. A fishing vessel would properly work cheaper, but then there is the cost of all the equipment to add on.

This type of hull construction for fishing boats is new in Britain and, while it appears to have worked out very successfully, long-term experience is the only real test. Certainly the balsa core gives good heat insulation and "clean" inside of the hull provides a lot more useable space.

Dag Pitt



The frameless balsa core wheelhouse is coated in fire-retardant resin and will be available in a variety of sizes.

October 6, 1978

Third GRP hull to beat survey

A THIRD company is joining Versatility and Cygnus in the battle to capture boat sales in the now important under 12 m (39.37 ft.) class to beat the DoT's safety survey rules.

Orcadia — the new name for Halmatic (Scotland) — plans to start work on a survey-beater next year. Designed as a multi-purpose boat with the emphasis on stern trawling, she will be built right up to the limit.

The firm's managing director, Pearce Webb, told *Fishing News* that there is a lot of interest in this class of boat in Scotland.

The name change to Orcadia came on October 1 when the firm also adopted a new company symbol of Orca the

Whale rising from the sea. Last year the firm was reconstructed and new vessels were introduced. Extra men were taken on to fit out the firm's hulls.

An ambitious company training plan has been started including apprentice and management training schemes to achieve the highest standards.

In mid-October fitting out will be transferred from the existing factory to a newly acquired building of 5,000 sq. ft. where five or six vessels can be completed at once.

Right: Cygnus is ahead of the competition having already made the first of its GM44 hulls. This one is to be fitted out for a south coast skipper and there is a propeller nozzle moulded in.

The work force of 35 is to be extended to 45 by summer 1979.

The company presently has orders for three 36-footers, one 29-footer and three 24-footers. Considerable interest is now being shown in the 54 ft. trawler and one of these is shortly to be delivered for completion for a fisherman on the west coast of Scotland.

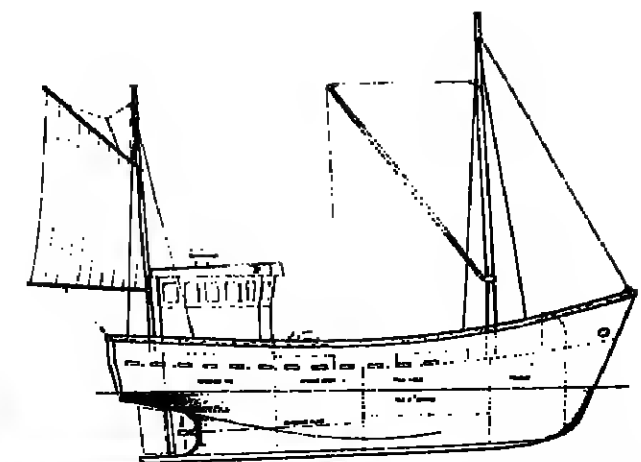
The company is also producing the prototype of a new 35 ft. motor cruiser, the *Highland Admiral*, which will also be developed as a fast workboat. The prototype *Highland Admiral* will be on show in the pool at the London Boat Show.

The company's fully fitted out Skerries range of fishing vessels is of all GRP construction to reduce

maintenance. Skerries boats feature not only hulls, decks and wheelhouses in GRP, but also numerous components including fuel tanks, deck hatches, ventilator trunkings and internal accommodation arrangements.

With the use of external timber kept to a minimum, time and money spent on hull

Turn to page 15



...core again

FOLLOWING the introduction of the 35-footer with a balsa core hull, Versatility Workboats is now developing a 43-footer (above) using the same construction method.

The size of this vessel is designed to bring it just outside the scope of the DoT safety rules for fishing boats 12 metres and above.

The new design is for a heavy displacement vessel with an overall length of 43 ft. 4 in.

At deck level the hull tapers in quite a bit towards the transom, but with the wide overhull beam this still leaves a wide transom.

The boat has been developed as an off wheelhouse vessel, but forward wheelhouse versions will be available. The hull is divided by five watertight bulkheads giving, from forward, the fore peak, forecabin, engine compartment, accommodation and the steering flat. The fish hold will have a capacity of 740 cu. ft.

The wheelhouse will be of the new standard Versatility balsa core design.

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24,000 HOOKS A DAY LINER..

THE UK's first automatic great-line boat, the 114ft. Stornoway-based *Anni Elisabeth*, aroused a lot of interest when she landed at Aberdeen last week. She has been fishing since the middle of the summer and, already, the line system is a success. However, a switch from Norwegian to Scottish lining practice is to be made soon.

Speaking to *Fishing News* in Aberdeen last week the vessel's owner, Mr. W. J. McLeod, said: "We are very impressed by the Autoline system. And we are more than happy with the short time that it has taken us to master the technique of working the gear."

"We can see very clearly that the system has great potential and is the answer to conservation as we only catch the mature fish."

Mr. McLeod said that Scottish great-line fishermen have given him and his two sons, who are also part owners of the boat, a great deal of helpful advice.

He said: "I would like to say thanks to these men, especially to skippers Jack Muir and Davie Muir of *Ocean Down* and *Ocean Sceptre*, and also to Skipper Bob Patrick of *Radian*."

"My sons and I really appreciate the help they have given us," he said.

Anni Elisabeth landed a catch of 332 cwt. at Aberdeen on Wednesday last week after a 14-day trip to the Faroe Bank. Owing to severe weather, with gales up to Force 10, she had been able to fish for only about seven days.

The ship was able to work in winds up to Force eight and the catch consisted largely of good quality cod and haddock, together with some haddock, ling and turbot. It was all auctioned by the Aberdeen Inshore Fishselling Co. for £10,502.

Mr. McLeod's son Kenny, who sails as mate aboard the vessel, said that on this last trip the boat had worked three fleets of lines, each fleet consisting of 20 lines and each line carrying 150 hooks.

Mackerel and squid was used as bait and, following the Norwegian tradition, the gear was worked continuously.

One fleet was always being hauled while the other two were fishing, and in this way they could achieve a turnover

of as many as 24,000 hooks in 24 hours.

The crew of ten worked a shift system, with two men resting while the remainder were on duty.

However, Kenny McLeod said that they are going to switch to the Scottish method of operation, shooting the lines at night and allowing them to fish before being hauled the following day.

The vessel's fishroom is also going to be fully insulated and fitted for shelving the catch.

The four-year-old *Anni Elisabeth*, partly financed by the Highlands and Islands Development Board, was bought from Denmark and will help to supply the new fish drying plant at Breassat, Isle of Lewis.

She fishes under Skipper R. McKinnon and the majority of her crew are Stornoway men.

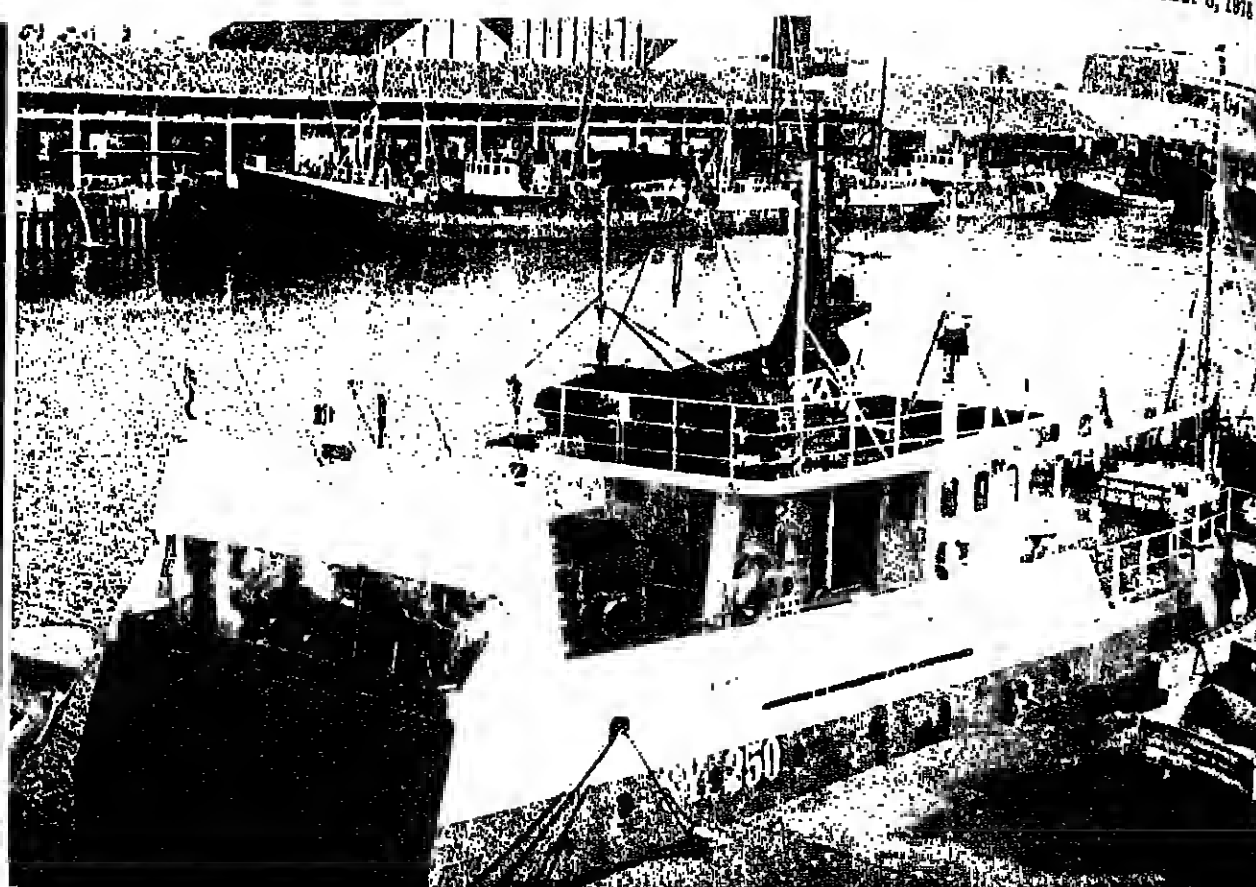
The Autoline system, developed by O. Mustad & Son a/s of Oslo in Norway, brings a high degree of automation to working the gear.

It incorporates a baiting machine and thereby eliminates the tedious task of baiting by hand, which has been largely responsible for the decline of traditional great-line fishing in Scotland.

Already two other Scottish vessels are to be equipped with the Mustad Autoline system. As reported in *Fishing News*, September 15, the 115ft. Aberdeen trawler *Grampian Crest* is currently being converted for autolining by a consortium of Scottish fishing interests backed by the HDB.

Modifications to the vessel have been designed by the Napier Co. (Aberdeen) and the work is being carried out by John Wood Group Shiprepairing Ltd.

A new steel multi-purpose vessel being built by the Campbeltown Shipyard for Skipper Norrie Bremnar of Wick will also be equipped with the Autoline system.



Left: *Anni Elisabeth* at Aberdeen before moving across to the fish market to land her 332 cwt. catch. Her Autoline system is housed below the shelterdeck where the catch is also gutted and washed.

Right: *Grampian Crest* being converted to an Autoliner. She will be fitted with a full length shelterdeck and land to the new fish drying factory on the Isle of Lewis. The ship was built at Hessel in 1960 and is being converted by John Wood Group Shiprepairing Ltd.

A breakthrough in video processing

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture - Sea clutter, which can best be dealt with by manual adjustment of the sea clutter controls; Rain clutter, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) Radar interference from other ships and receiver noise from own ship also worsen the picture. Weak echoes are hard to pick out and small echoes even harder to see at long range.

But now Decca CLEARSCAN radar solves these problems with unrivalled picture clarity.

Sea clutter is suppressed by automatic adaptive control of the Sea Clutter Control.

The rain clutter is suppressed by automatic adaptive control of both the rain and sea clutter controls, and gain level.

Radar interference is suppressed by automatic circuits.

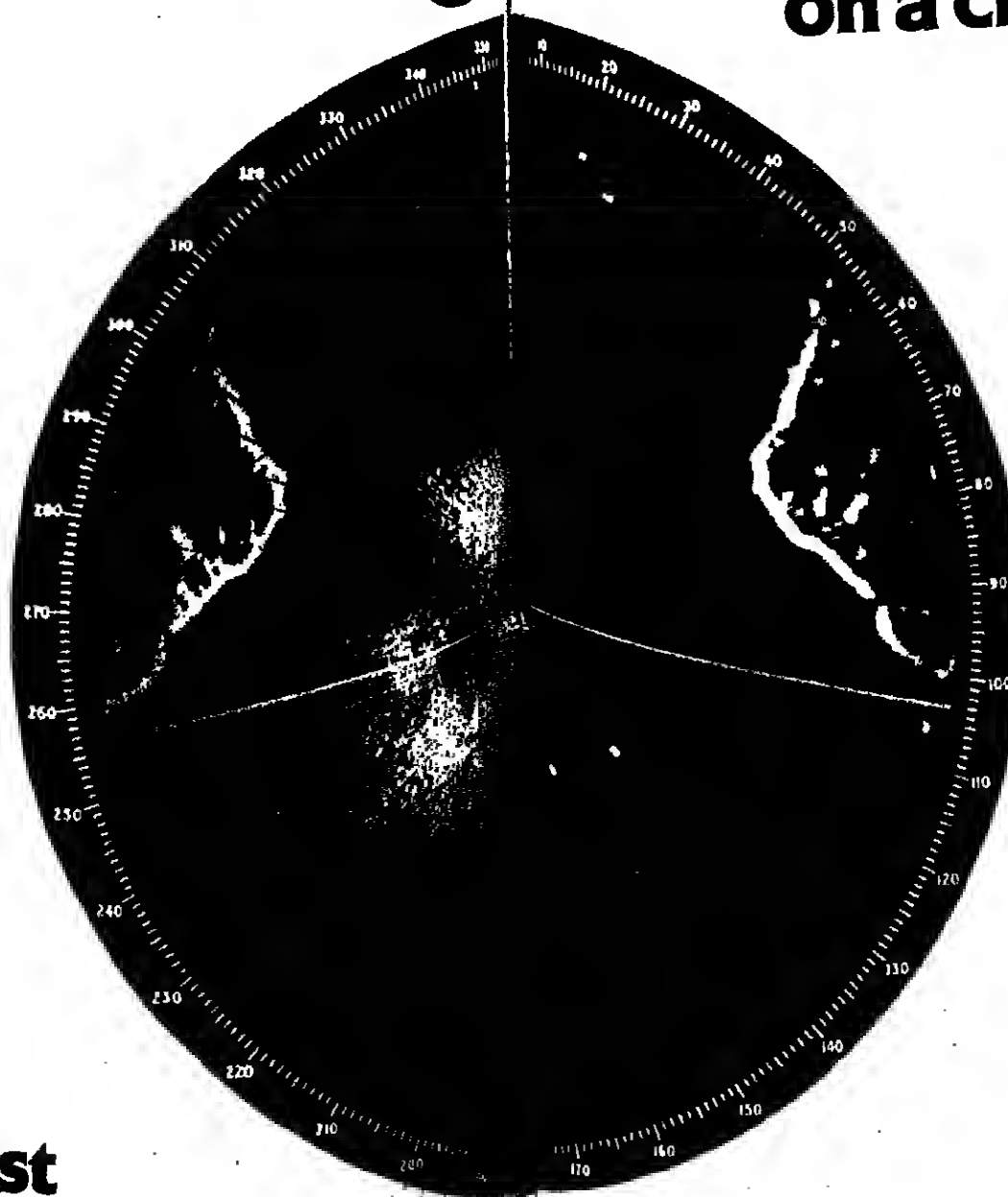
Receiver noise automatically removed.

Weak echoes automatically raised to full brilliance by digital video...

...and echoes 'stretched' automatically on longer ranges.

For the radar efficient ship.

...improving the best marine radar in the world.



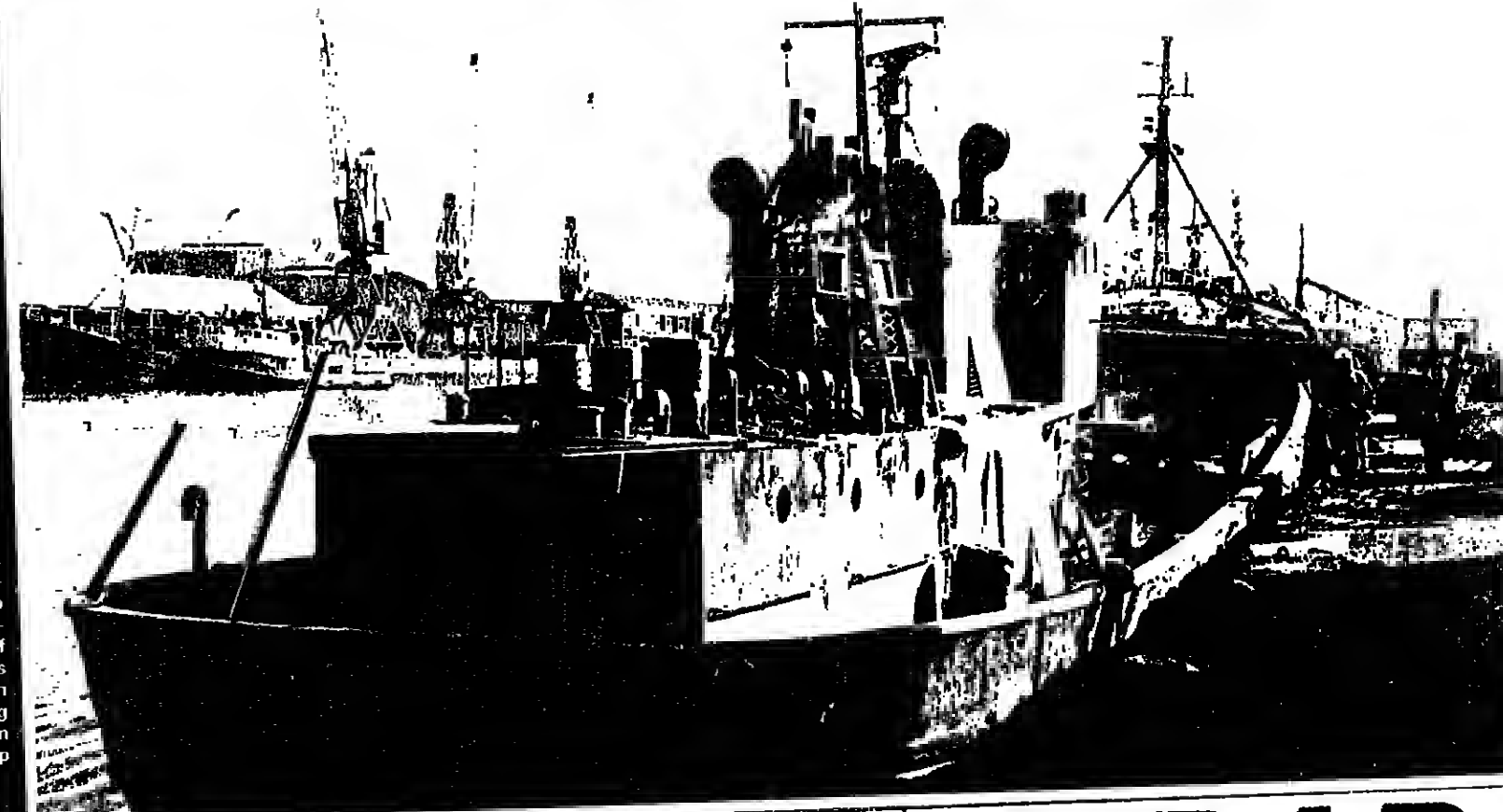
- Suppresses sea and rain clutter
- Suppresses noise and interference
- Makes echoes brighter - with more contrast
- Makes echoes longer

All these improvements can now be had with the unrivalled DECCA Solid State 9, 12 and 16 in relative and true motion displays and the famous AC display system, on both 3 and 10cm wavelengths.



Decca Radar Limited, Decca House, Albert Embankment, London SE1 Tel: 01-735 8111

* 034P05



RADAR WATCH ALARM

THREE collision avoidance Radar Watch units are now to be imported from America by the London firm of Brown and Perring Instrumentation Ltd.

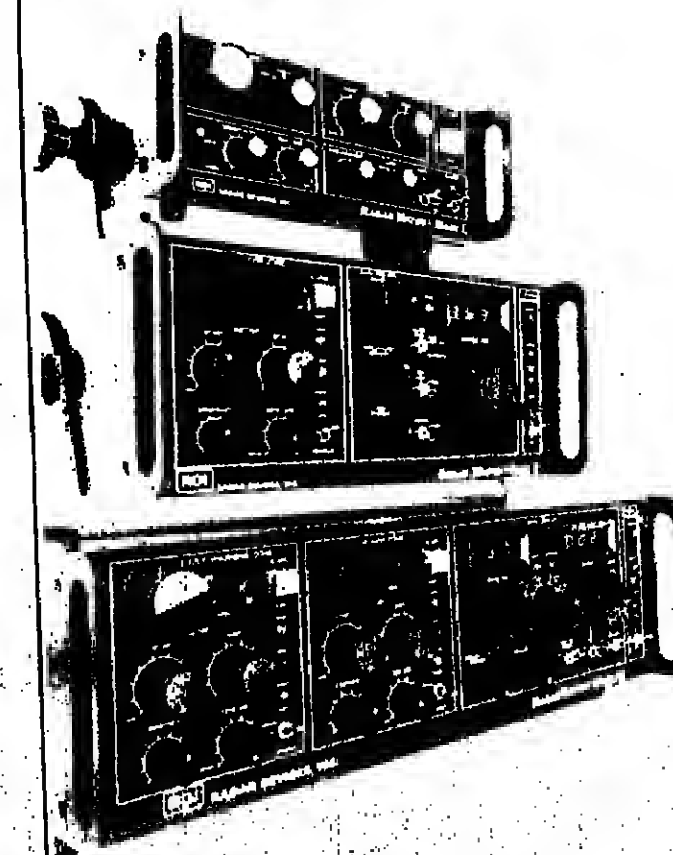
According to the importers, the units are a revolutionary approach to marine collision avoidance and have found application both in fishing boats for the least sophisticated model and merchant vessels for the top-of-the-range Mark III.

The units provide a range and sector variable guard zone which will sound an alarm when targets enter this area. The equipment will trigger only when an echo has been identified for three consecutive scans, so minimising the possibility of alerting the operator to clutter or other extraneous echoes.

The Mark III highlights all targets entering either of two distinct zones and will give a digital presentation of range and bearing for the most threatening target. A variable range marker is incorporated in the Mark III and Mark II. The units can be connected to any marine radar to provide a very useful navigation aid.

Apart from the basic anti-collision function, some skippers have already found applications for buoy tracking. More typically, they can sound an alarm when the vessel enters various fishing limits.

The three Radar Watch units being imported from America.



Neco Communications present the NECOM Echosounder 1500S



- Powered at 400 watts for outstanding sensitivity and fish detection.
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- Incorporates white line and STC circuits.
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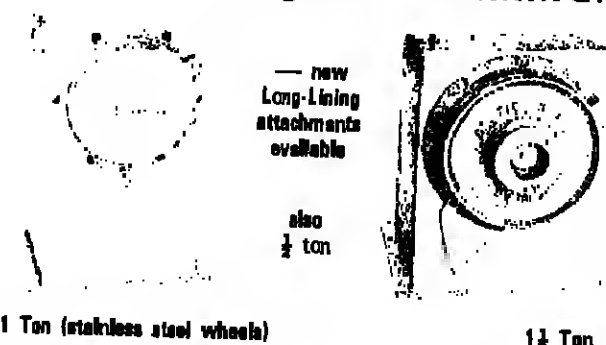
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SHELL FISHERMEN — CELTIC SLAVE HAULERS — designed for EARNING!



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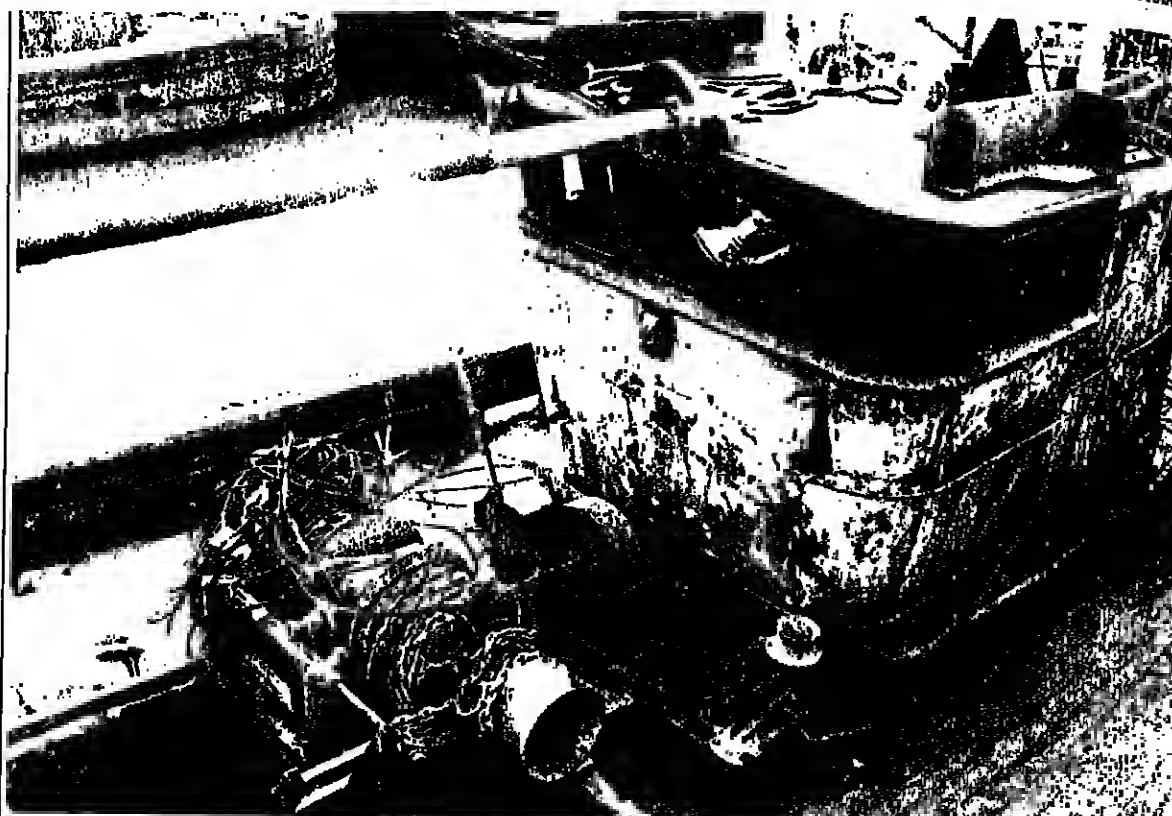
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MECHANISED FISHING**
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Hand or power hydraulic for craft from 25ft to 150ft in length.
Power assisted conversions of hand hydraulic steering gears a speciality.
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(Answerback: Wills G). Cabies: Steering,
Weston-Super-Mare

DANTRAWL

Hirtshals - Denmark
Manufacturers of all types of bottom and floating trawls, including two-boat bottom trawls.
Blue Whiting gear, Shrimp trawls etc.
Details from U.K. Agent —
HUGH NORMAN
(Marine Sales) LIMITED,
Ythan Cottage, Eton, Aberdeenshire
Tel: 0451 358 (STD 04587 358).



See Hunter's wheelhouse and winch showed remarkably little damage despite being submerged for almost two years.

'Sea Hunter' raised after two years

BOSTON DIVERS

Ltd., a salvage firm from Boston, Lincolnshire, has succeeded in raising the one-time Bridlington-owned inshore trawler *Sea Hunter*.

The boat sank by the most northerly of the old coal hoist jetties inside Grimsby fish docks almost two years ago. The Blyth-registered vessel came to Grimsby early in 1976 from Bridlington, but was dogged by misfortune almost from her arrival. The 24-tonner broke down and was laid up after landing only one trip. She was badly cannibalised and vandalised during this period.

Eventually, *Sea Hunter* was served with writs and it was shortly after these had been cleared up that she sank. It seemed that *Sea Hunter* was doomed to slowly rot away in this quiet backwater of the fish docks and, as the months passed, there seemed little hope for the wooden-hulled vessel. Then, Michael Gent of Leicester tracked down the new owners and bought her.

Mr. Gent dived on *Sea Hunter* several times and told *Fishing News*: "I knew it was a gamble, but I got a lot of information off people who assured me the hull was sound and what a good work boat she was. So I decided to buy her."

Boston Divers' vessel *Undaunted* (BN 71) arrived on the scene in September with Jack Arid supervising the lifting. Three attempts using airbags failed. The fourth try — this time using three 6in. Sykes Univex pumps and blocking all possible inlets — re-floated *Sea Hunter* shortly after midnight on September 25.

Mr. Gent was inside at work on patching when she came up and said he just felt a sudden surge and she was up.

Sea Hunter came through the sinking surprisingly well and Mr. Gent, who intends to refit her for fishing from either Grimsby or Boston, said considering everything the hull was really in "perfect" condition.

Undaunted will tow *Sea Hunter* to Boston for repairs, including re-engining. Mr. Gent said Grimsby Docks Board, especially Captain Campbell, had been most

helpful in salvaging *Sea Hunter* and he wished to express his gratitude for all assistance given.

The salvaging threw little light on the so-called mystery sinking of *Sea Hunter*, although there were reports that there had been some interference with sea cocks.

Sea Hunter sank in an area where several other small vessels have suffered a similar fate over the years. These have usually been swamped or trapped beneath a jetty on rising water when the wind gets into the south-west.

It is believed there are plans to develop this part of the fish docks in the near future. Right: before the salvage work began. *Sea Hunter's* new owner was aboard in diving gear when she lifted off the bottom.



Salmon form 'prying'

FORMS SENT TO Whitby salmon fishermen to apply for net licences are described as an incursion into their private lives by Bob Harland, chairman of Whitby Salmon Netmen's Society. Licences had to be out down under a new limitation order from 64 to 28.

Speaking at a meeting of authority officers and salmon fishermen at Whitby, Mr. Harland said Whitby fishermen were almost having to beg for a licence to use the Esk, a top salmon river.

The new application form from the Yorkshire Water Board and should be modified, he said. It included questions asking how many crabs and lobsters had been landed in a year and how often the fishermen had been unemployed.

Another fisherman, Len Douglas, told the authority members: "You are wanting to know too much about us." Steelhead fisherman William Blackwell, chairman of the Yorkshire Salmon

existing licences and present the Whitby salmon fishery. Several fishermen disagreed the need for more conservation measures by the authority and fisheries officer Dr. John Shillcock was challenged by Peter Leadley to produce figures of salmon landings at Whitby last year. Dr. Shillcock agreed the number of fish caught at sea had gone up and said 3,000 adult salmon were landed at Whitby last year, compared with 1,384 in 1976. But he said the fact that the number of salmon caught at sea was increasing did not mean they were going upriver. Fishermen Bill Harland said the river was as full as could be of salmon.

Diary due soon

THE seventh edition (1979) of the HSB/WFA directory and diary is due to be published in November and will be available at the unenhanced price of 80p per copy (post free in the UK). Fishing industry and trade organisations ordering in quantity can have a minimum of 10 directories at 70p each, 30 at 60p each and 50 at 50p each. UK postage included. The directory, and reserved advance order forms, are available from the HSB/WFA directory, 10, Young Street, Edinburgh, EH1 1JG.

October 6, 1978

SMALL BOAT CRUSHED

THE 22ft. Stornoway dam and pilot boat *Shono* was crushed by the East German klondykar *Wolter Dehmel* last week.

Wolter Dehmel failed to go into reverse as she tried to go alongside No. 1 pier at Stornoway and crushed *Shono* before grounding on the beach. *Shono's* owner, Murdo MacLeod, had just tied up after taking a pilot out to the trawler.

The East German vessel floated by winching herself off the beach at high tide.

SIR, The report in *Fishing News* Twenty-five Factory Ships for Cornwall (Sept. 29) prompts me to write in the earnest hope that, even at the eleventh hour, the fishermen of those parts may act to alleviate a blight that has already swamped us.

I write from Ullapool where

LETTERS

these 26 Eastern Bloc ships have been based for the past two months.

Our beaches can no longer be walked on they are so fouled; great rafta of fish guts and oil float in the sea loch and

wash from one shore to another. The waters of Loch Broom are being turned into a putrefying cesspool.

The small cash benefit to traders in no way compensates for the depopulation of our environment and the offence to local people and tourists alike.

Local fishermen can no longer set a prawn or crab creel in the water for fear of it being

towed away by pair trawlers or smashed by the mooring of factory ships.

This past week has seen one local man lose £2,000-worth of prawn creel gear due to the ships dragging anchors in bad weather and anchoring on his pots.

Pair trawlers have towed so much of my own crab gear that, of necessity, I must shoot it for lobsters in the rocks — and lobsters can sustain few today on our coast. Others have suffered equally and worse.

Bottom trawlers cannot work certain areas for the moss of stinking, dead mackerel lying on the ground — presumably the result of dumping. Subsequent to the in-

tense prosecution of the mackerel last year there were very few naphrops on these grounds — as though the bottom had been soured and killed.

Bluntly, we are being deprived of our living by this great armada that has descended on the mackerel.

The pursar men are making a fortune far beyond their needs while the multitude of pair trawlers scramble and strive to get a share — and our way of life goes to the wall with it.

The inshore fisherman must have a three-mile limit encompassing all forms of trawling/purging — and so must the fish stocks. We would ask Cornish fishermen to join with us to bring this about.

C. BROWNE (Skipper *Ventura West* INS 1921)
Vice-chairman Assynt and Loch Broom Inshore Fisherman's Association, 2 Castle Terrace, Ullapool, Scotland.

ROSS KELLY'S COME-BACK

BUT at Grimsby has pulled its 489-ton former distant-water vessel *Ross Kelly* out of 'mothballs' and the oldewinder is now back at sea fishing the middle-water grounds.

Ross Kelly, together with her three sister 'K' class 163-footers, were

laid up in August after a succession of poor trips and heavy losses. However, with the coming of autumn and improved returns as the fishing picks up on the trawling grounds, *Ross Kelly* has been given another chance.

Command of the 22-year-old former steamer has gone to Skipper Berry McCell and much will depend on his performance as to the likelihood of the other 'K' class vessels resuming fishing from the port in the near future.

Ross Kelly landed her last catch on August 8.

FORMER OWNER DIES, 64

HARRY CRAMPIN, a member of one of Grimsby's oldest trawler-owning families and a former director of the Crampin Steam Fishing Co. Ltd., died suddenly on September 23, aged 64.

An ingeniously creative man who adhered rigidly to his principles whether more or practical, Mr. Crampin was somewhat cruelly nicknamed 'Crackers' by the fish dock wits of his day.

Invariably, however, he had the last laugh for he was responsible for introducing a whole series of innovations and inventions which put the Crampin fleet in a class of its own and made it the most progressive in Grimsby.

It was in the field of electronics where he excelled and, through his efforts, Crampin was in at the very beginning of radar in the fishing industry. He also successfully pioneered the switch to e.c. electrical systems from d.c. on deep-water trawlers.

He retired only in 1965 when the *Ross Group* bought up the five-strong fleet of Crampin 'cricketer' trawlers. He ran the firm with his brother, the late Herbert Crampin, and they were much respected for their single-minded approach to the welfare of their employees.

Off the docks Mr. Crampin was a genial, much-loved family man, keenly interested in music, photography and charitable work.

At times his unconventional attitudes brought him into conflict with the authorities, but they were always good-natured exchanges for he was a man of dedication and unshakeable resolve.

During the Second World War he was a constant source of inspiration to the people of Grimsby, producing any number of amusing working inventions like his sail-powered bicycle and gear-driven motor car.

Mr. Crampin is survived by his wife, four children and five grandchildren. Grimsby will be the poorer for his passing.

OBITUARY

The second son of the late Herbert George Crampin and a great-grandson of Weston William Crampin — whose move from Essex to Grimsby over a century ago saw a leading sailing smackowner linked the family to the Humber port — Mr. Crampin spent all his working life 'down dock' in the trawling business.

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Half measures make whole disasters.

Having one searchlight is like being half blind, and the half you don't see could be a whole disaster. It is safer to have two searchlights so that dangerous blind spots are removed.

When a man goes overboard, he can't choose which side, and with only one searchlight, it could be a choice of life or death.

Take a look at the Francis Searchlight range, 7" 9" 11" 12" 15" 22" 28" cabin, deck, remote control. With tungsten halogen or compact source mercury iodide light sources. All made to the highest standards tested and approved to the British Defence Standard 05.21 because we aim to keep our customers safe. When the choice is between life and death, doesn't it make sense to take full safety measures?

Contact: Francis Searchlights, Lucas Marine Ltd, Union Street, Bolton, Lancashire BL2 2HJ
Telephone: Bolton (0204) 27195 Telex: 63486

Lucas Marine

Monitor faults aboard

"I HAVE bought a 75ft. Admiralty-built MFV and I want to install equipment in it which will monitor engine temperature, oil pressure, bilge level, leakage of gas etc. Please could you supply details of any equipment of this kind that you know about and tell me where it is obtainable?"

■ Either Cruise Safe or Isis 50 equipment is likely to be suitable for installation in a boat of this size.

The former consists of a monitoring console, diesel solenoid valve, heat sensor (s), oil pressure switches, gas and bilgewater detectors.

The monitoring console, designed to be mounted in the wheelhouse near the helm, is compact and weighs little.

Its indicator panel incorporates four lights: a green one is illuminated when lubricating oil pressure drops below a certain level; a red one when the temperature of the engines rises dangerously; a blue one when water in the bilges rises above a certain level; and an orange one if there is a leakage of explosive gas anywhere in the boat.

If gas escapes, high water rises, or engine trouble occurs, the console emits an audible warning and one or other of the lights shows the nature of the danger.

If no action is taken when the alarm sounds and the green or red light is illuminated, supply of electricity to the diesel solenoid valve is cut and the engine is stopped automatically.

Over-ride facilities are incorporated for use in emergencies — occasions on which the boat would be endangered if the engine were suddenly stopped.

Fail-safe facilities are built-in so that the device automatically resets itself after faults have been rectified. A circuit with a test button is included so that you can make sure that the alarm and all lights are in working order.

The equipment can be fitted without modification if your boat has a 12 or 24 volt DC power supply.

Decas Isis 50 equipment comprises a control unit and

any number of alarm display units, each one covering five channels.

The control unit contains lamp test, function test, alarm accept and silence buttons together with low voltage ohm indication. Terminals are available to permit use of remotely mounted push-buttons where applicable.

An audible alarm is contained within the control unit and drive signals are also provided to enable it to be supplemented by klaxons or flashing lights.

Two independently monitored power supply inputs are provided and a function test button enables tests of the complete system to be made.

A maximum of 30 alarm groups can be covered by Isis 50 equipment which has been designed to meet the rules and regulations of all major classification societies. It is more sophisticated than Cruise Safe equipment and therefore more expensive.

Further particulars about the latter are obtainable from Security Services Ltd., Thames House, Thames Street, Sunbury-on-Thames, Middlesex; or Isis 50 equipment from Decas Radar Ltd., Decas House, 9 Albert Embankment, London SE1.

Hook sizes confuse

"I OBTAINED a copy of an Advisory Leaflet on Longline Fishing issued by our Fisheries Development Division with the intention of setting longlines for eels.

In it, it was indicated that No. 17 long shank hooks would be as suitable as any for the purpose. However, I don't know precisely what size, in terms of t/o, 2/0 etc. No. 17 hooks are. Can you tell me — or tell me more definitely what size hooks are best for lining eels and where I can get them?"

■ No. 17 probably indicates the size of a certain type of hook made by a particular manufacturer.

Most manufacturers conform to the general practice of categorising a hook measuring about 11 mm across the gap as a size one hook, those above that size as 1/0-10/0 etc. and those below it as 2-20. But consistency in this respect is far from universal.

Even individual manufacturers describe the sizes of their hooks in different ways.

John Burgess' Log



Mustad's for instance, conform with general practice as regards their Viking, Limerick, Beat Kirby and Beak hooks but do not as regards their Round Bent and Kirby Sea hooks.

Two factors affect the size of a hook: its pattern and the width of its gap (distance between point and shank). Hook sizes of different patterns therefore vary to some extent and the only way to define them precisely is to quote both quality and size number together.

A more definite way to indicate size of hooks suitable for lining eels would be to say that Mustad Round Bent Sea Hooks, Quality No. 2324, Size 3/0 are likely to prove as effective as any.

R. Ward Duckworth, Littleton House, Crawley Ridge, Camberley, Surrey, who distributes Mustad hooks in this country, would confirm this or make an alternative recommendation and let you have the name and address of your nearest stockist in Ireland.

However, I was unsure at the time that there existed, closer to the address he gave, a yard capable of meeting his requirements almost exactly.

Inquiries have led to the manufacture of plastic toggles, thimbles, Inglisfield clips and swivels, tow rope grommets, coupling links and a range of no less than ten different sizes of netting needles between 5 and 16in.

Should you have anything in mind that you would prefer made of nylon or other plastic materials instead of wood or metal, send details to: Industrial Injection Moulders Ltd., Milton Industrial Estate, Leamington, Scotland, may well bear fruit.

Steel boat builders

NOT SO long ago a reader in Wales wanted to know where he could have a steel boat built and fitted for trawling — a boat a little under 12 metres long which would be exempt from newly introduced Department of Trade and Industry regulations.

I suggested that he should contact a yard in North Devon and another near Dublin, currently building boats of the size and type he wanted, and find out whether they could accept an order from him. I also gave him a list of other steel boat builders who might be able to accommodate him.

However, I was unsure at the time that there existed, closer to the address he gave, a yard capable of meeting his requirements almost exactly.

The one that would probably have met the requirements of the reader has a registered length of 39ft. 3in. which is just under 12 metres. Its overall length is 44ft., moulded breadth 10ft. 6in., moulded depth 8ft. 2in., and draught aft 7ft. It is offered constructed to WFA requirements and fitted out to owner's requirements.

It is a conventional type of trawler except perhaps for the fact that the engine room is forward of the fish room and that provision is made for installation of a net drum abaft the wheelhouse which is itself in the after part of the boat.

Accommodation for a crew of five is provided in a cabin aft of the fish room and there is a small galley in the deckhouse.

The boat is designed to be powered by an engine of about 265 hp driving a fixed blade propeller in a fixed nozzle.

They were doing fine until they were halted in their tracks by a "stop" notice issued by Carmarthen County planners. The Callins brothers were told that work on the boat would have to wait for three days. If they continued working on the boat then they faced a fine of £1,000.

The order was made because of complaints about noise by nearby residents. But, then, other villagers signed a petition urging that the brothers should be allowed to continue. Now the council has relented.

They have been given four months to reach a stage at which the boat can be moved. Kathleen Dale, a councillor who fought for the brothers, said: "I think the council was too hasty. Rex Callins was in this dock 70 days last winter — and that was when he decided to build his own boat."

"We are concerned about the labour position in this area and it's quite a change to see men who are prepared to turn their hands to fishing and make their own living."

It was therefore interesting to learn that the policy of Industrial Injection Moulders is to make as wide a variety of plastic products for use in the fishing industry as possible and that the company consequently welcomes inquiries from individual fishermen as to whether it will make special items of equipment.

Inquiries have led to the manufacture of plastic toggles, thimbles, Inglisfield clips and swivels, tow rope grommets, coupling links and a range of no less than ten different sizes of netting needles between 5 and 16in.

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Anthony Callins, prosecuting for MAF, said the fishery protection vessel HMS Cuxton eight Skippers HMS Cuxton's boat, Val de Seine, Massieu's boat, Val de Seine, 25 miles south of Start Point. The boat was 15 miles to the side of the British limits and the boarding party noted an extra piece of mesh sewn on to the cod end of the net which prevented small fish from escaping.

"The value of the catch — about 450 kilos of hake and cod, plus about ten kilos of squid — was £360."

Skippers Massieu had no previous convictions for fishery offences.

THE Department of Trade has prosecuted the skipper of the trawler ekippier of the Vasey for a breach of the International Convention for the Conservation of the Channel.

For non-observance of the traffic separation scheme in the Dover Strait, the skipper was fined £50 plus £30 costs at Dover Magistrates Court.

NOW THE COUNCIL HAS TO STOP!

TWO CORNISH fishermen who have been building their own boat have triumphed over the officialdom of their district council.

Rex Collins and his brother Roy decided to build a 27ft. oyster dredger on land outside a marine repair workshop owned by a friend.

They were doing fine until they were halted in their tracks by a "stop" notice issued by Carmarthen County planners. The Callins brothers were told that work on the boat would have to wait for three days. If they continued working on the boat then they faced a fine of £1,000.

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Wingless wonder for Brixham boats

TWO BRIKHAM boats are to take on a new type of mid-water trawl designed in Denmark. The 60 ft. Lady Marjorie and the 67 ft. Flamingo are to pair trawl with the "Wingless Wonder" produced by Dantrawl of Hirtshals.

—NEW DANISH PELAGIC NET

Both vessels have a 4.5-ton bollard pull and mackerel season. Successful trials with the new trawl were carried out in the spring by a team of Danish pelagic trawlers off the Cornish coast under the supervision of the Danish Fisheries Society.

The two boats involved, Singo and Cop Chemy, are fitted with 700 hp engines and got a 16-17 fathom opening of the net.

On the first day of the week-long trial 40-tonnes of pilchard were taken after a 24-hour tow. A few days later, catches of 100-tonnes of mackerel and pilchard were being made.

As these results were at the end of the season, Dantrawl feels its new gear will make a big impact on the south-west fishing this winter.

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the new trawl were carried out in the spring by a team of Danish pelagic trawlers off the Cornish coast under the supervision of the Danish Fisheries Society.

The two boats involved, Singo and Cop Chemy, are fitted with 700 hp engines and got a 16-17 fathom opening of the net.

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50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

PAY-OUT BY IRISH CHOPPED

OWNERS of 10 Dutch trawlers held in Cork in April 1977 while prosecutions were heard against them were awarded £17,735 compensation and costs last week. The European Court of Justice decided that the Irish Government's arrest of the vessels was against EEC law. They had claimed £14,450.

OCTOBER 6, 1928
FISHING off the Canary Islands may be developed. Voyage from the islands to Fleetwood takes about 19 days, but hake catches would bring a good price on the market.

TWO Hull boats Arctic Queen and Helder return from Greenland with large catches stored in their new refrigerators.

GRIMSBY'S new aot steam trawler, Embassy, returns from trials. She is being fitted with wirelance.

WILLIAM BERTRAM, central secretary of Scottish Fishermen's Association, pays visit to fishing ports on Firth of Forth coast and Moray Firth.

GERMAN trawler Claus Bolton lands record catch at Fleetwood of 740 kila worth £860, bringing her total in a month to £2,900.

66-FOOTER launched at Wintar Roske, St Monance, designed specially for passage through Forth and Clyde Canal to enable short trip to west coast fishing grounds. Vessel is named Clun Mackay.

FISH TACKLE
SAFETY NETS FOR THE BUILDING TRADE
EQUIPMENT FOR THE PREVENTION OF OIL POLLUTION

Success for the Dantrawl 'Wingless Wonder' Midwater trawl
During the past six months the Wingless Wonder has proved its superiority over conventional types of midwater trawls on various sizes of vessel from 80 hp up to 3000 hp both for net and single boat trawling.
The revolutionary design reduces drag thus increasing towing speed and catches from 25 to 70% greater than conventional trawls have been made. The nets can be supplied for herring, mackerel, sprat, sand eel or blue whiting.
A new version of this design for high opening bottom fishing is currently being produced.
DANTRAWL is the leading Danish trawl designer and manufacturer.

DANTRAWL
DK 9850 Hirtshals (081) 94 17 11 Telex: 40230 pchodk

the new SAMSON STORM MASTER 30 Workboat

A ruggedly designed boat of steel plate construction, produced to a high specification of the incredibly low price of £2,500 + VAT ex works including 2.5 litres 4 cylinder water cooled diesel engine 60HP at 3,500 RPM.

10' Beam.
Spectacular cockpit.
Open deck for fishing/cargo.
Comfortable cabin with full standing headroom.
Can also be offered as a cruiser.
Fully equipped for use.
Send for full details. Overseas trade enquiries welcome.

SPRINGER ENGINEERING
Mill Mill Road, Market Harborough, Leicestershire LE16 7DP Telephone: Market Harborough 2982

SABB Norway's No.1 Diesel Engine

...the driving force for your boat.

Technical details and contact information for SABB engines, including model numbers and specifications.

the Robertson McNaught and Co. at the Haven Marine Slipways, Neyland, Dyfed. Robertson McNaught and Co. have been building steel craft of all sizes up to 125 ft. long for the last six years and have recently acquired a two acre site adjacent to the Milford Haven Waterway with one of the largest concrete slipways in the area.

On it they can build vessels up to 85ft. long and no longer have to lease property to build craft over 50ft. in length.

Staff include designers and they can offer 21, 25, 28, 33, 37, 44, 50, 55 and 65ft. standard steel workboats.

Those suitable for fitting out as trawlers are 37ft and over.

Address changes

"I HAVE a 35 hp Bollinder diesel in my boat and badly need some spare parts for it."

"I have tried to contact the company by telephone without success and the Post Office says that it has moved from its old address."

"Do you know where it is located now?"

■ The new address of Bollinders Co. Ltd. is: Otterspool House, Otterspool Way, Watford, Hertfordshire.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

江子山

